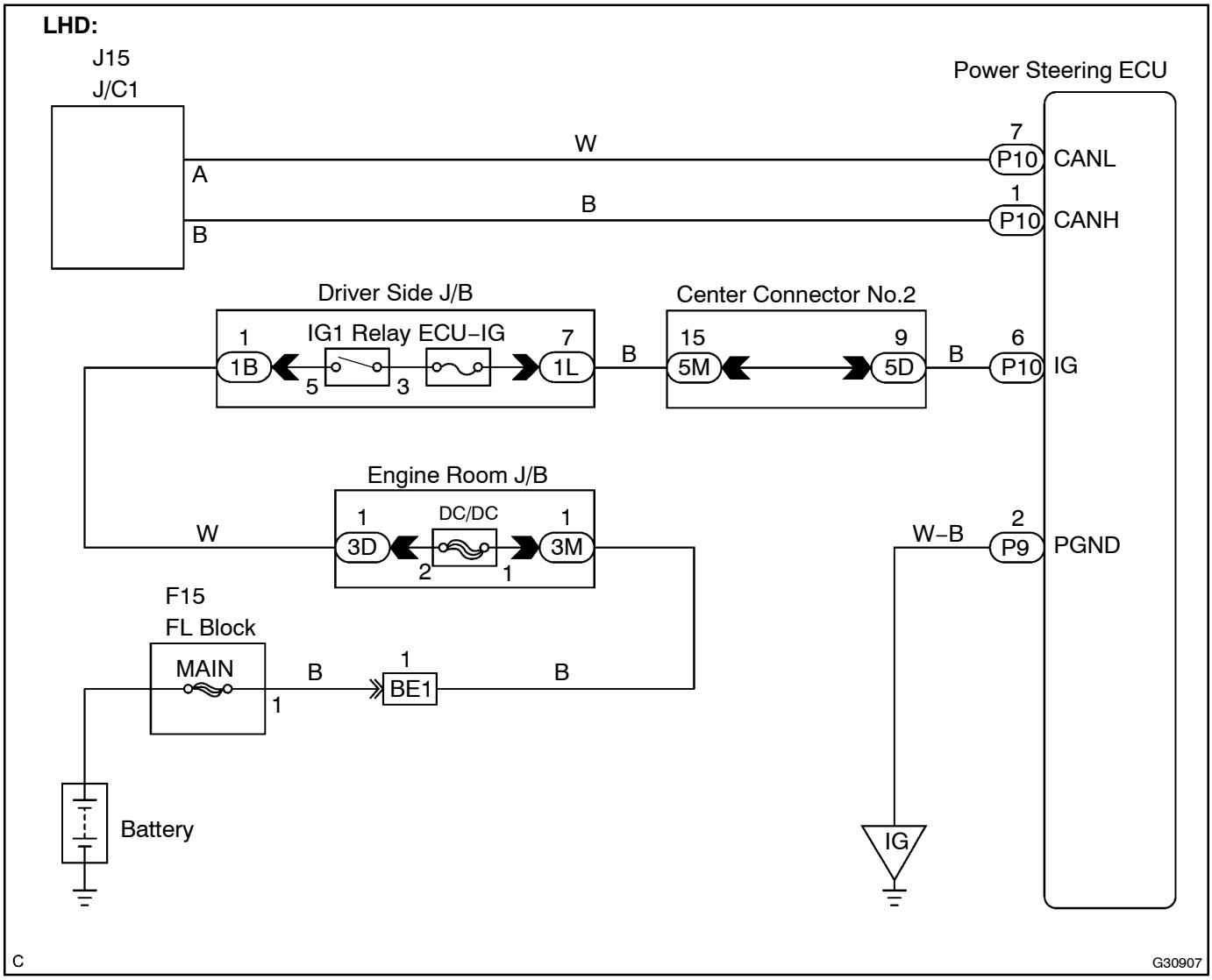
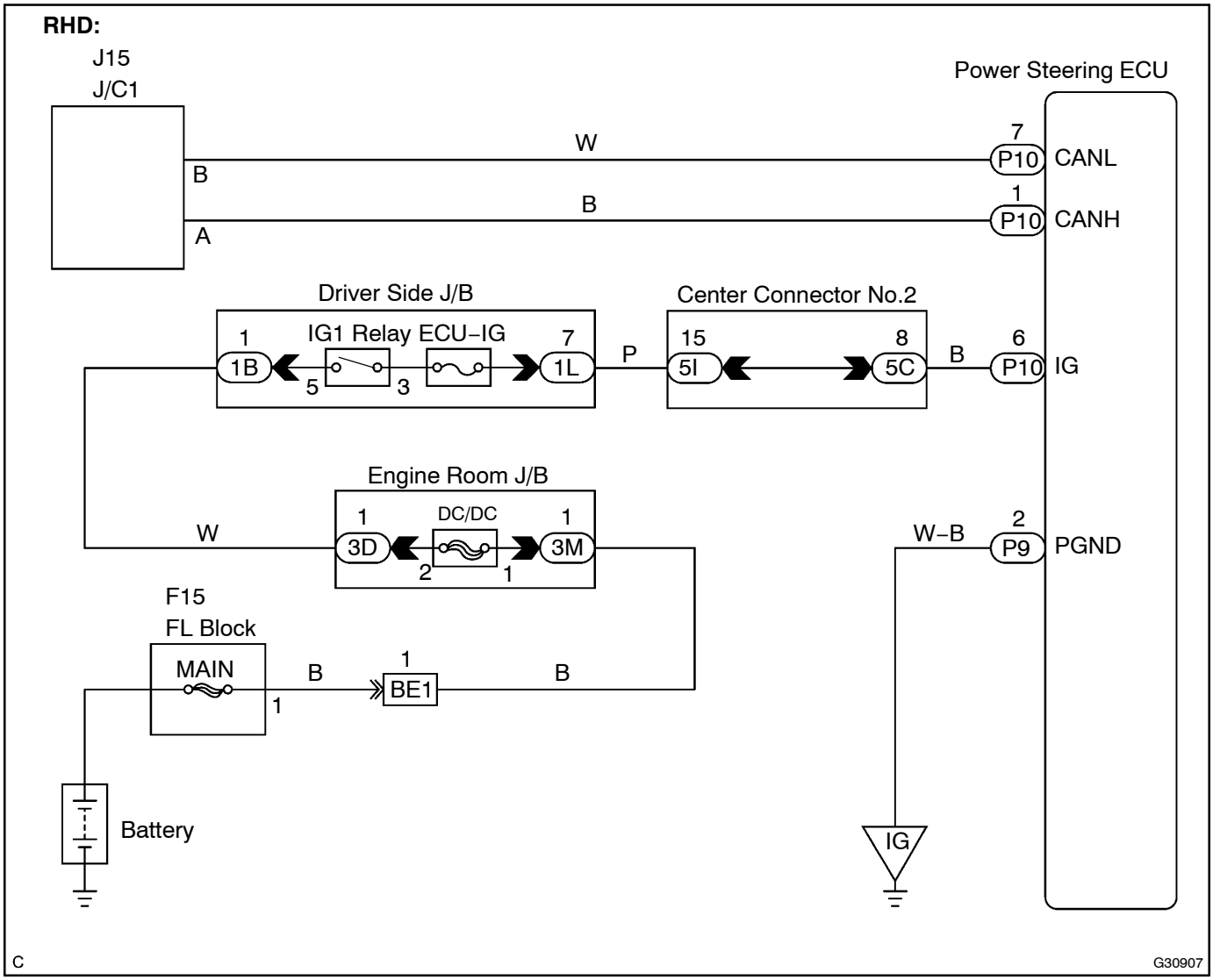
POWER STEERING ECU COMMUNICATION STOP MODE

MODE DESCRIPTION

Detection Item	Symptom	Trouble Area
POWER STEERING ECU COMMUNICATION STOP MODE	• ”EPS” is not displayed on the ”Communication Bus Check” screen of the intelligent tester II. • Applies to ”POWER STEERING ECU COMMUNICATION STOP MODE” in the ”DTC COMBINATION TABLE” (see page 05–2315).	• Power source or inside the power steering ECU • Power steering ECU sub bus line or connector

WIRING DIAGRAM

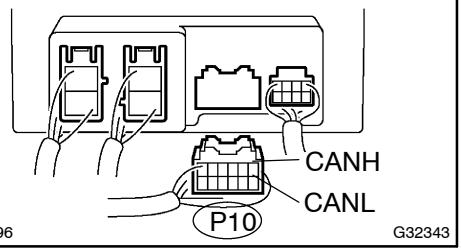



RHD:
J15
J/C1
Power Steering ECU
W
B
B
A
7
P10
CANL
1
P10
CANH
Driver Side J/B
1
IG1 Relay ECU–IG
7
1B
5
3
1L
P
Center Connector No.2
15
8
5I
5C
B
6
P10
IG
Engine Room J/B
1
DC/DC
1
W
3D
3M
2
1
W–B
2
P9
PGND
F15
FL Block
MAIN
B
1
BE1
B
1
Battery
IG
C
G30907

INSPECTION PROCEDURE

1 CHECK CAN BUS LINE FOR DISCONNECTION(POWER STEERING ECU SUB BUS LINE)

Power Steering ECU
Wire Harness View:



(a) Turn the power switch off.
(b) Disconnect the power steering ECU connector (P10).
(c) Measure the resistance according to the value(s) in the table below.

Standard:

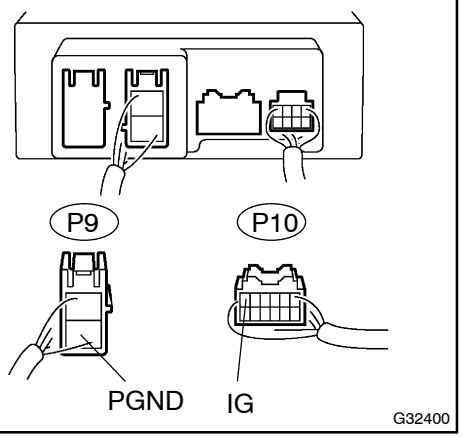
Tester connection	Condition	Specified value
P10–1 (CANH) – P10–7 (CANL)	Power Switch OFF	54 to 69 Ω

NG → **REPLACE POWER STEERING ECU SUB BUS LINE OR CONNECTOR (CAN–H, CAN–L)**

OK

2 CHECK WIRE HARNESS(IG,PGND)

Power Steering ECU
Wire Harness View:



(a) Disconnect the power steering ECU connector (P9).
(b) Measure the resistance according to the value(s) in the table below.
(c) Measure the voltage according to the value(s) in the table below.

Standard:

Tester connection	Condition	Specified condition
P9–2 (PGND) – Body ground	Always	Below 1 Ω
P10–6 (IG) – Body ground	Power Switch ON (IG)	10 to 14 V

NG → **REPAIR OR REPLACE WIRE HARNESS OR CONNECTOR**

OK

REPLACE POWER STEERING ECU ASSY (SEE PAGE 50–17)